



सत्यमेव जयते

महाराष्ट्र शासन राजपत्र

असाधारण भाग दोन

वर्ष १०, अंक २५]

बुधवार, एप्रिल ३, २०२४/चैत्र १४, शके १९४६

[पृष्ठे २१, किंमत : रुपये १२.००

असाधारण क्रमांक ३६

प्राधिकृत प्रकाशन

JAWAHARLAL NEHRU PORT AUTHORITY

JNPA/FIN/TARIFF/2024-25/577

ORDER

(Passed on this 2nd day of April 2024)

1. This case relates to the proposal received from Gateway Terminal India Private Limited ('GTIPL'), a BOT Operator at Jawaharlal Nehru Port Authority (JNPA), *vide* its letter no. FIN/TARIFF/REV/2024/01 dated 26th February 2024 and letter No. GTIPL/TAMP/Partial Tariff Proposal 01 dated 29th February 2024 for Partial Tariff Revision of its Scale of Rates.
2. GTIPL had earlier filed its general tariff revision proposal dated 22nd June 2022 for general revision of its SOR, following Tariff Guidelines, 2019. The GTIPL had furnished detailed computation of Annual Revenue Requirement (ARR) under Form-1 and Revenue estimation at the proposed rate in Form-4. As per the said form, the total revenue estimated at the proposed level of tariff is Rs. 80,392.21 lakhs.
3. While computing the said estimated revenue, GTIPL had considered a Capital Work in Progress at Rs. 206.87 crore which included an advance payment of Rs.200.36 Crore made towards manufacturing of STS and RMGC which were being manufactured at vendor facility in China. It was noted that the said advance payment were not in commensurate with the tariff guidelines and accordingly the same was required to be revised by JNPA.
4. Consequently, GTIPL revised its various tariff filing forms and also furnished a revised draft SOR *vide* an email dated 24th March 2023, with an estimated total revenue of Rs. 76,833.59 Lakh. Further, it was also agreed upon that as the STS and RMGC equipment were being manufactured in an offshore location, the same were not taken into consideration while computing the ARR. Thus, considering the revised JNPA approved the Scale of Rates and conditionalities of the GTIPL *vide* its order dated 5th April 2023.

5. Subsequently, *vide* its letter dated 26th February 2024, GTIPL has informed that the aforementioned equipment has now been installed, commissioned and put to use since September 2023. GTIPL has explained that the advances were in line with a purchase agreement entered into with ZPMC China for procurement six Ship to Shore (STS) cranes and three Rail Mounted Gantry (RMG) Cranes as part of the mandate within the licence agreement. The equipment had a construction lead time of 2 years with defined milestones for payment, delivery and commissioning. Accordingly, milestone payments to the tune of INR 200.36 crores had been made until 31st March 2022. The said payment was included in the statutory accounts as on 31st March 2022 as Capital advances and for the purpose of General Tariff revision, it was covered under Capital Work in Progress, however as mentioned above the same was not considered in ARR so computed.
6. GTIPL has further informed that with increased outreach of 23 on the six new Ship to Shore cranes, GTIPL is able to handle vessels of bigger parcel size which could cumulatively support a 10% increase in annual throughput capacity from 2m to 2.18m TEUs. Further the three RMGC's has supported in improving the train turnaround time and also enable handling of DFC double stack rakes.
7. In light of the above, GTIPL in line with Clause 2.14 of 2019 TAMP guidelines has sought for a partial revision for good and sufficient reasons since assets, involving an outlay of Rs. 200.36 crores is not within the ambit of previous ROCE, resulting in significant revenue loss to GTI.
8. Thus, GTIPL has requested JNPA to consider their proposal for a Partial Revision of Tariff by including Rs. 200.31 crores within the ambit for the 16% Return on Capital enabling a revision of the Scale Rates to accommodate the changes, without prejudice to the right of GTI to seek a general tariff revision as per cycle prescribed in current guidelines (cycle of 3 years since last revision in year 2023).
9. GTIPL has filed its revised proposal dated 1st March 2024 for partial tariff revision of its SOR, following Tariff Guidelines, 2019. The GTIPL has made the following submissions :-
 - (a) Taking into consideration the equipment of Rs.200.36 crores, the related Scale of Rates has been revised by the GTIPL. The rates have been increased in accordance of the said addition and will result in an average increase of 7.39% to GTIPL as given below.

Sr. no.	Particulars	Revenue-INR
A	ARR as per approved general tariff revision	7,68,33,59,508
B	WPI on above 7.27%	55,85,80,236
C	ARR after WPI as @1st May 2023 (A+B)	8,24,19,39,744
D	Addition to ARR due to partial revision (16%)	32,05,76,455
E	Proposed ARR	8,56,25,16,199
F	Proposed Average increase	7.39%

- (b) GTIPL is under the Tariff Guidelines, 2019 issued by the Ministry of Shipping and notified by the Tariff for Major Ports (TAMP) (bearing no. TAMP/61/2018-Misc *vide* Gazette Notification No.92 dated 7 March 2019) and the Working guidelines, 2019 issued by TAMP in consultation with the concerned BOT operators and Major Port Trusts and have prepared the revised partial proposal for fixation of tariff in accordance with the said Tariff Guidelines and Working Guidelines, in the formats and supporting documents as prescribed by the Tariff Authority for Major Ports.
- (c) GTIPL in line with Clause 2.14 of 2019 TAMP guidelines has sought for a partial revision for good and sufficient reasons since assets, involving an outlay of Rs. 200.36 crores is not within the ambit of previous ROCE, resulting in significant revenue loss to GTI. This is without prejudice to the right of GTIPL to seek a general tariff revision as per cycle prescribed in current guidelines (a cycle of 3 years since last revision in year 2023).

10. A joint hearing on the case in reference was held on 11th March 2024. The GTIPL made a presentation of the proposal. At the joint hearing, the representatives of GTIPL and JNPA and other users or organisational bodies were present, wherein certain queries were raised by the trade representatives/ stake holders. Queries raised and their response given by GTIPL thereon, are tabulated below :

Sr. No.	Query	Response of GTIPL
1.	GTI had recently increased their tariffs in April 2023, which along with the WPI increase of 7.27% had an overall increase of about 16.27% inclusive of tariff revision of 9%. The increase shall be staggered/ postponed to avoid any major financial burden on trade.	GTIPL explained that expected increase should have ideally happened in 2023 if not for the exclusion due to the conditions mentioned earlier. The delayed implementation has meant a revenue loss of INR 32 Crores over the last financial year to GTI. Considering the financial position of the company and the fact that external borrowings are in place it would not be financially viable to postpone the implementation any further. GTIPL made it clear that the increase on an average is just about 6.24% when looked from a line-item level and the said higher percentage was mainly because of implemented ITRHO tariff in Jan 2024 covering all JNPA Terminals , which was long overdue and happened after more than a decade
2.	It was requested that advance notice of 45 days be issued before any such changes.	GTIPL agreed to this and said that the entire cycle of revision spans involves a period of more than 45 days considering the intimation and final implementation after <i>gazette</i> notification. Further, it was clarified that the Tariff proposals are guided by 2019 Tariff guidelines which stipulate a 30 day notice period.
3.	It was requested to consider waiver of charges for empty containers.	GTIPL replied that the tariff guidelines does not allow such waivers as the tariff for empty containers if fixed as a percentage of handling normal containers.

11. With reference to the totality of the information collected during the processing of this case, the following position emerges :

- (a) Based on a proposal filed by the tariff of Gateway Terminal India Private Limited (GTIPL), the tariff of GTIPL was last revised *vide* Order dated 5th April 2023, based on the stipulations contained in the Tariff Guidelines, 2019. The said tariff has come into effect since and will be in force from 20th April 2023 upto 20th April 2026

- (b) As stipulated in Clause 2.1 of the Tariff Guidelines, 2019, the Annual Revenue Requirement (ARR), which formed the base to decide the tariff to be levied by GTIPL during the period, was based on the average actual expenditure incurred by GTIPL during the years 2019-20 to 2021-22, based on the audited annual accounts for the respective years plus Return at 16% of Capital Employed. Capital employed shall be as per Clause 2.5. of the guidelines. One of the components of capital employed considered in the proposal while determining the ARR by GTIPL was the advance payment by GTIPL for certain equipment being manufactured in China amounting to Rs. 200.36 Crore. This was excluded in the revised proposal since the same was not being accounted in the Audited Accounts as Capital Work in Progress but capital advance. Accordingly, the Tariff was revised *vide* order dated 5th April 2023, without considering such advance payment.
- (c) In the proposal submitted as mentioned above, GTIPL has submitted that the said equipment amounting to Rs. 200.36 Crs. has been installed, commissioned and put to use since September, 2023. In support of the same, GTIPL has furnished the certificate of statutory auditors dated 29.02.2024 which is being relied upon.
- (d) In the proposal, the ARR calculated as per the last approved order has been adopted at Rs. 768.33 Crs. which was indexed till FY 2022-23. The same has been further indexed as per 100% of WPI applicable for FY 2023-24 being 7.27% resulting into ARR of Rs. 824.19 Crs. Further, GTIPL has adopted ROCE @16% as per the guidelines on the equipment of Rs. 200.36 Crs. which comes to Rs. 32.05 Crs. Accordingly, the resultant ARR comes at Rs.856.25 Crs.
- (e) Clause 2.14 of the Tariff Guidelines, 2019, stipulates that for good and sufficient reasons, the BOT operator may propose revision ahead-of-schedule either for general revision or partial revision of its SOR. Given the above and facts, the increase in the SOR proposed by GTIPL would lead to an increase in revenue of GTIPL and would partially alleviate financial difficulties of GTIPL; it is a good and sufficient reason and such partial revision would include such increase in the revenue on account of capitalisation of the asset. Therefore, JNPA is inclined to consider the review proposal for revision of its SOR as filed by GTIPL, in accordance with Clause 2.14 of the Tariff Guidelines, 2019.
- (f) The GTIPL has furnished detailed workings to establish that the increase in the SOR which will lead to an average increase of 7.39%. The rates for various charges considered by GTIPL in its calculations are seen to be in order.
- (g) The overall impact of the proposed increase is an average increase of 7.39% over the indexed tariff of GTIPL prevailing with effect from 1st May 2023.
- (h) Thus, based on the submissions made by GTIPL in its proposal considering that Clause 2.14 of the Tariff Guidelines, 2019, provides for an ahead-of-schedule partial revision of its SOR, for good and sufficient reasons, this Authority is inclined to grant an increase in the charges prescribed for different activities.
- (i) In the result, and for the reasons given above, and based on the collective application of mind, the existing tariff will be revised with the SOR enclosed herewith.
- (j) The GTIPL is directed to make necessary amendment in its Scale of Rates.

GATEWAY TERMINALS INDIA PRIVATE LIMITED

Scale Of Rates

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply :

- 1.1 “GTI” or “Terminal” means GATEWAY TERMINAL INDIA PVT. LTD.
- 1.2. “Coastal Vessel” shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / Competent Authority.
- 1.3 “Foreign Vessel” shall mean any vessel other than a coastal vessel.
- 1.4 “Container” means the standard ISO container, suitable for transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.
- 1.5 “Full Container Load (FCL)” means a container containing cargo belonging to one consignee in the vessels manifest.
- 1.6 “Less than Container Load (LCL)” means a container containing cargo belonging to more than one consignee in the vessels manifest.
- 1.7 “Free period” shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall exclude Customs notified holidays and Terminal’s non-operating days.
- 1.8 “Hazardous container” means a Container containing hazardous goods as classified under IMO including empty container with residual content of hazardous material.
- 1.9 “Over Dimensional Container (ODC)” means a Container carrying over dimensional cargo beyond the normal size of standard containers or cargo which is brought in flat rack container or needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Containers requiring special devices for lifting are also classified as Over Dimensional Container.
- 1.10 “Port” shall mean Jawaharlal Nehru Port Authority.
- 1.11 “Reefer Container” shall mean a refrigerated container used for carriage of perishable goods with provisions for electrical supply to maintain the desired temperature.
- 1.12 “ICD” means Inland Container Depot.
- 1.13 “Per day” means per calendar day or part thereof.
- 1.14 “Import container” means a container discharged from one vessel, stored in GTI and transported out through Road or Train.
- 1.15 “Export container” means a container arrived by road or Train, stored in GTI and loaded on the assigned vessel.
- 1.16 “Transshipment container” means a Container discharged from one vessel, stored in the container yard, and transported through another vessel.
- 1.17 “Shut Out Container” means a container that entered the terminal as export for a vessel as indicated by VCN/VIAN and is not connected to the vessel for whatsoever reason and is lying in the container yard. A Transshipment container whose loading terminal is changed will also be treated as Shut Out container.
- 1.18 “Back to Town container” shall mean a container entering the terminal for export for a specific vessel voyage but unable to be exported for some reason and removed from the terminal.
- 1.19 “VCN” means Vessel Call Number
- 1.20 “VIAN” means Vessel Identification Advice Number.
- 1.21 The SOR approved by the Authority is subject to automatic annual indexation at 60% of the WPI to be announced by the Authority. The annual indexation will be from 01 May every year. The indexed SOR shall be intimated by the GTIPL to the JNPA, users and to the Authority.

- II. The following consolidated charges for handling and movement of containers shall be payable by the Shipping Lines / Agents of Vessels or Cargo Agents for services rendered in respect of containers and containerized cargo passing through the terminal :

Section- 1 Charges for all Normal & Rail in -Rail Out containers/Non vessel bound containers.

A. Ship to yard/ yard to ship using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	3,572.88	2,143.72
40'	5,359.32	3,215.60
Over 40'	7,145.76	4,287.46
ICD Container		
20'	3,572.88	2,143.72
40'	5,359.32	3,215.60
Over 40'	7,145.76	4,287.46
Empty Container		
20'	2,882.65	1,729.59
40'	4,323.98	2,594.39
Over 40'	5,765.31	3,459.19

B. Yard to Rail/ Rail to Yard for ICDs only

Particulars.	Foreign-Going (In INR)
ICD Container (Loaded & Empty)	
20'	1,128.34
40'	1,692.50
Over 40'	2,256.64

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck / truck to yard

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	1,128.34
40'	1,692.50
Over 40'	2,256.64
Empty Container	
20'	1,128.34
40'	1,692.50
Over 40'	2,256.64

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

Note.— Normal containers are the general type containers, not falling under any special categories mentioned subsequently.

SECTION - 2 CHARGE FOR ALL TRANSHIPMENT CONTAINERS

Particulars.	Foreign-Going (In INR)	Coastal (In INR)
Loaded Container	-	
20'	5,210.60	3,126.35
40'	7,815.90	4,689.55
Over 40'	10,421.20	6,252.72
Empty Container	-	
20'	4,180.24	2,508.12
40'	6,270.32	3,762.20
Over 40'	8,360.43	5,016.26

Note.— A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as normal import container and the prescribed charges as applicable shall be payable. The charges for Hazardous TP will be 1.5 Times of Normal TP containers and charges for ODC TP will be 2 times normal TP containers.

SECTION - 3 CHARGES FOR ALL HAZARDOUS CONTAINER

A. Ship to yard using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (In INR)
Loaded Container		
20'	5,322.87	3,193.71
40'	7,984.30	4,790.59
Over 40'	10,645.73	6,387.44
Empty Container		
20'	4,270.30	2,562.16
40'	6,405.42	3,843.26
Over 40'	8,540.56	5,124.34
ICD Container		
20'	5,322.87	3,193.71
40'	7,984.30	4,790.59
Over 40'	10,645.73	6,387.44

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In INR)
ICD (Loaded & Empty)	
20'	1,728.96
40'	2,593.44
Over 40'	3,457.90

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded & Empty	
20'	1,728.96
40'	2,593.44
Over 40'	3,457.90

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION - 4 CHARGES FOR ALL REEFER CONTAINER**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (In INR)
Loaded Container	-	
20'	3,473.74	2,084.23
40'	5,210.60	3,126.35
Over 40'	6,947.46	4,168.50
ICD Container	-	
20'	3,473.74	2,084.23
40'	5,210.60	3,126.35
Over 40'	6,947.46	4,168.50

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In NR)
ICD (Loaded & Empty)	
20'	1,128.34
40'	1,692.50
Over 40'	2,256.64

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded & Empty	
20'	1,128.34
40'	1,692.50
Over 40'	2,256.64

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION – 5 CHARGES FOR ALL OVER DIMENSIONAL CARGO CONTAINERS.**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (In INR)
Loaded		
20'	7,097.15	4,258.28
40'	10,645.73	6,387.45
Over 40'	14,194.31	8,516.59
ICD		
20'	7,097.15	4,258.28
40'	10,645.73	6,387.45
Over 40'	14,194.31	8,516.59
Empty		
20'	5,693.74	3,416.21
40'	8,540.56	5,124.34
Over 40'	11,387.42	6,832.45

B. Yard to Rail for ICDs only.

Particulars.	Foreign-Going (In INR)
Loaded	
20'	2,305.28
40'	3,457.92
Over 40'	4,610.54
Empty Container	
20'	2,305.28
40'	3,457.92
Over 40'	4,610.54

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	2,305.28
40'	3,457.92
Over 40'	4,610.54
Empty Container	
20'	2,305.28
40'	3,457.92
Over 40'	4,610.54

Note.— As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION 6 - Hatchcovers of Vessels**Opening hatchcover and replacing it (charge per hatchcover)**

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
A. When placing the hatchcover on the quay	81.98	4,066.90
B. Without placing the hatchcover on the quay	32.78	1,626.23

Note.— If only one operation is carried, half of the hatch cover handling charges as above shall be levied.

SECTION 7 - Restows FCLs & MTs**Shifting containers within the vessel (per move)****A. Hatch to Hatch shifting**

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	27.33	1,355.64
FCL & MT 40'	41.00	2,033.44
FCL & MT 45'	54.67	2,711.92

B. Other than A.

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	109.30	5,422.52
FCL & MT 40'	163.98	8,134.44
FCL & MT 45'	218.63	10,845.70

SECTION 8 - Shut outs**A. Shutouts Charges**

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	54.67	2,711.92
FCL & MT 40'	81.98	4,066.90
FCL & MT 45'	109.30	5,422.52

B. Transportation of shutout containers

Particulars.	Foreign Going Vessels (in INR)	Coastal Vessels (in INR)
FCL & MT 20'	2,129.65	2,129.65
FCL & MT 40'	3,194.45	3,194.45
FCL & MT 45'	4,259.28	4,259.28

Note.— Shut out charges as given above shall apply if.—

- (1) the vessel nomination is changed
- (2) If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed
- (3) loading terminal is changed for TP container

SECTION 9 - Reefer Monitoring and Connection

Particulars.	Foreign-Going (in US\$)	Coastal (in INR)
FCL & MT 20'	6.40	317.01
FCL & MT 40'	9.57	475.19
FCL & MT 45'	12.77	634.02

Note.—

1. The above charges are for a period of 4 hours or part thereof.
2. Additional electricity charges at the prescribed rates will be applicable in the case of reefer restows also.
3. The tariff prescribed above does not include parameter setting or repair & maintenance of malfunctioning reefers.

SECTION 10- Other services

1. Shifting of containers within the terminal for customs inspections or any other purpose, and subsequent loading of containers for delivery

Particulars.		in INR
FCL & MT 20'		2,255.99
FCL & MT 40'		3,383.98
FCL & MT 45'		4,511.97

Note.— Other purposes include for change in the POD, weight, category, status and exit mode and ICD containers without details and any other exceptional handling

2. Additional service charge for stacking containers in the designated yard for customs examination or for any other purpose by prior arrangement.

Particulars.	in INR
FCL & MT 20'	283.94
FCL & MT 40'	425.91
FCL & MT 45'	567.90

3. Fixing/Breaking of Seal

Particulars.	in INR
Fixing of seal	249.91
Breaking of seal	249.91

4. Handling of Lock Bins

Particulars.	in USD
FCL & MT 20'	116.95
FCL & MT 40'	175.41
FCL & MT 45'	233.90

5. Additional Transportation within the terminal

Particulars.	in INR
FCL & MT 20'	663.62
FCL & MT 40'	995.42
FCL & MT 45'	1,327.17

6. Additional Lift on/Lift off

Particulars.	in INR
FCL & MT 20'	531.42
FCL & MT 40'	795.81
FCL & MT 45'	1,061.51

7. Charges for Vessel overstay due to user's fault beyond 2 hour after completion of operations- rate per hour	1,33,682.94
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8. One Door Open Charges per container	in INR
	Nil

9. Charges for fresh water supply	in INR
per MT	244.66

10. Fixing/removal of Hazardous Sticker -per container	in INR
	267.38

11. Cancellation/Reissue of documents - per container	in INR
	133.69

12. Non- declaration / Mis declaration of Hazardous containers per container-Handling	in INR
	4,010.49

13.Non- declaration / Mis declaration of Hazardous containers-per container - Penalty	in INR
	Nil

14. On- Wheel Customs inspection per container (Excludes handling and door opening, seal cutting)	in INR
	802.10

15. Empty Container Administration/Inspection Fee -Per container	in INR
	Nil

16. Demanifest /holding of Container	
Particulars.	in INR
FCL & MT 20'	4,397.93
FCL & MT 40'	6,597.56
FCL & MT 45'	8,795.88

17. Invoice Revision (per invoice)	in INR
	1,336.47

18. Out of Turn Delivery	
Particulars.	in INR
FCL & MT 20'	2,674.19
FCL & MT 40'	4,010.62
FCL & MT 45'	5,348.39

19. Charges for Flat Rack Bundling/Unbundling	
Particulars.	in INR
Flat Rack 20'	280.25
Flat Rack 40'	421.69

20. Twist lock cutting charges (excluding lift off/ lift on and tpt as per SOR) per lock	in INR
	2,005.38

21. Haz bund cleaning charge-administrative charge (excluding cost recovery) per container	in INR
(Minimum INR 2005.38 or 10% of the cost whichever is higher)	2,005.38

22. Door turning activity	
Particulars.	in INR
FCL & MT 20'	2,674.28
FCL & MT 40'	4,010.77
FCL & MT 45'	5,348.58

23. Express delivery	
Particulars.	in INR
FCL & MT 20'	5,347.25
FCL & MT 40'	8,021.52
FCL & MT 40'	10,694.12

24. Block stow rent-per month-per block slot of 28 TEUs (non haz)	in INR
	1,47,051.22

25. Break bulk handling(per crane hour)	in INR
	2,00,531.63

26. Lashing inspection charges for ROB containers only per container	in INR
	67.42

27. Entry before gate open (Early Gate In)	in INR
FCL & MT 20'	4,092.74
FCL & MT 40'	6,140.42
FCL & MT 45'	8,185.46

28. Lashing for F/R or ODC- per container	in INR
	1,871.80

29. Providing Open yard space for Re-working or any other inspection (per 20')	in INR
	1,02,467.77

30.Use of Special Equipments	in INR
Truck hire charges-per shift of 8 hours	2,674.19
Trailer hire charges--per shift of 8 hours	10,694.11
Reachstacker hire charges--per shift of 8 hours	24,062.40
Forklift hire charges--per shift of 8 hours	4,010.77

31. Selective container delivery	in INR
FCL & MT 20'	7,218.85
FCL & MT 40'	10,829.32
FCL & MT 45'	14,438.21

32.Reinsertion of container in EAL	in INR
	2,405.93

33. Administrative charges for charges on	in INR
a. sludge removal per tanker	6,684.81
b. garbage removal-per ship/per visit of garbage collector	64,167.28
c. Supply of stores/provisions (per transaction)	6,684.81
d.Service charges for Gangway- per day	9,357.67

34. Reefer Temperature Variance	in INR
FCL & MT 20'	2,674.28
FCL & MT 40'	4,010.77

For variation of more than +- 5 degrees than required temperature

SECTION 11- Dwell time charges

A. Loaded Import containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3 -15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16 - 30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

B. Loaded Export containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3-15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16 - 30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

C. Rail in Rail out /non vessel bound Loaded/Empty containers

Particulars.	Container Type	Rail in -Rail out / Non vessel bound (in US\$)
First 2 Days		Free
3 -15 days	(20')	4.32
	(Over 20')	8.64
	(Over 40')	12.97
16 - 30 days	(20')	8.64
	(Over 20')	17.29
	(Over 40')	25.92
Thereafter	(20')	17.29
	(Over 20')	34.59
	(Over 40')	51.89

D. Empty Import or Export containers

Particulars.	Container Type	Rail in -Rail out / Non vessel bound (in US\$)	Coastal Vessels (in INR)
First 2 days		Free	Free
First 3-15 Days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16-30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

E. (i) ICD - Empty Import and Export Containers moved by Rail

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 Days		Free	Free
8 - 15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16- 30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

E (ii) ICD - Loaded Import and Export Containers moved by Rail

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 Days		Free	Free
8 - 15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16- 30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

F. Transhipment loaded Containers

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days		Free	Free
8-15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
Thereafter	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35

G. Transshipment empty containers

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
8-15 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

H. Shutout loaded & empty containers

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
1-15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16 - 30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

I. Back to Town loaded & empty containers

Particulars	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 3 days		Free	Free
4-15 days	(20')	4.32	214.40
	(Over 20')	8.64	428.78
	(Over 40')	12.97	643.18
16-30 days	(20')	8.64	428.78
	(Over 20')	17.29	857.56
	(Over 40')	25.92	1286.35
Thereafter	(20')	17.29	857.56
	(Over 20')	34.59	1715.78
	(Over 40')	51.89	2574.00

Note.-

1. The total storage period for an import container shall commence from the day following the day of landing and for export container shall commence from the time container enters into the terminal up to the day of shipment /delivery/date of removal of the container and include Sundays and Holidays.

2. Transshipment containers whose status (mode of dispatch) is subsequently changed locally shall lose the concessional dwell time as prescribed in Section 11 item (E). Dwell time charges/ Other Charges for such containers shall be recovered at par with import/export containers. A transshipment box, moved other than as defined above, shall be charged at Tariffs applicable to an export/ import container. Such a move will not be treated as a transshipment move.
3. Transshipment containers subsequently changing the mode of dispatch to rail shall be treated as other ICD containers for the purpose of levy of storage fees. In such cases additional shifting charges will be applicable for movement of containers from container yard to ICD yard.
4. 4 The users will not have to pay storage charges for the period during which GTI is not in a position to deliver/ shift the containers when requested by the users.
5. Normal import containers subsequently changing the mode of dispatch to rail will enjoy the free period applicable to normal import containers only.
6. The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of Shipment/delivery.
7. (i) Dwell time charges for Hazardous containers shall attract 1.50 times the normal applicable charges.
(ii) Dwell time charges for Over height and over dimensional containers shall attract 3 times the normal applicable charges.
(iii) Dwell time charges is applicable on Master/ Prime container as well Slave/Pay Load containers In case of Bundle container.
8. The storage charges on abandoned FCL containers /shippers owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or 75 days from the days the day of landing of the container, whichever is earlier subject to the following conditions :
(i) The consignee can issue a letter of abandonment at any time.
(ii) If the consignee chooses not to issue such letter of abandonment, the container agent/MLO can also issue abandonment letter subject to the condition that,
(a) The Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
(b) The line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
(iii) The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
(iv) Where the container is seized/confiscated by the Custom Authorities and the same cannot be de-stuffed, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
9. The status of the vessel, as borne out by its certification by the Director General of Shipping shall be the deciding factor for its classification as "coastal "or "foreign going "for the purposes of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose. The concessional coastal tariff will be applicable for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018- Customs (N.T.) dated 11th May 2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

10. Charges for handling TP containers between GTI and any other Terminal at JNPT –

- (a) If a container is discharged by the GTI and loaded by the at other terminal, the charges will be as under :

50% of transshipment container handling charges and Lift on charges as per the GTIPL scale of rates will be charged to the line by the GTI. For the same container the other terminal will charge 50% of the transshipment container handling charges and lift on charges as per its scale of rates and, in addition, also levy a charge towards inter-terminal transfer.

- (b) If a container is discharged by other terminal and loaded by the GTI at its terminal, the charges will be as under: the other terminal will charge 50% of transshipment container handling charges to the line as per its scale of rates. for the same container the GTI will charge 50% of TP handling charges as per its scale of rates; and, in addition, also levy a charge of Rs.2,513.27 (for 20' container) and Rs.3,770.02 (for 40' container) towards inter-terminal transfer.

11. (i) Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India, as may be specified from time to time, prevalent on the date of entry of the vessel into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal Premises (in case of export containers) shall be applied for re-conversion of the dollar - denominated charges into Indian rupees.

(ii) The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.

12. (i) The user shall pay penal interest on delayed payments of any charge under this scale of rates. Likewise, the GTIPL shall pay penal interest on delayed refunds.

(ii) The rate of interest will be 15 % p.a.

The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later/ or as per the individual customer agreements.

The delay in payments by the user will be counted only 10 days after the date of raising the bills by GTIPL, or as agreed in the customer contract. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.

13. A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

14. Inter terminal rail handling charges is Rs.800/- for 20' container and Rs.1600/- for 40' container at all the JNPT terminals.

15. An amount of Rs.170/- per container will be levied from 28th October 2021 onwards on all containers (except transshipment and coastal) handled at the Major Port Trusts and BOT terminals operating there at towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by DMICDC for a period of three years thereon i.e up to 27th October 2024. The approval accorded would automatically lapse thereafter unless specifically extended by the Authority.

MUC / LDB charges is applicable on Master/ Prime container as well Slave/Pay Load containers in case of Bundle containers.

GENERAL NOTES

1. Containers less than and up to 20 feet in length will be reckoned as one TEU for the purpose of Tariff.
2. The consolidated charges as above include the following elements, *viz* Stevedoring, use of Gantry crane, use of transfer crane, stowage planning etc., wharfage on tare weight of containers and containerized cargo, transportation.
3. Containers other than that of standard size requiring special devices or slings or handling will be charged twice the applicable rates. Such containers will also include damage containers and any other type requiring special devices.
4. A container from a foreign port landing at GTI for subsequent transshipment to an Indian port on a coastal voyage or vice versa would be charged at 50% of the transshipment charge prescribed for foreign going vessel and 50% of that prescribed for the coastal category.
5. In case a vessel idles due to non-availability or breakdown of the shore based facilities of GTI or any other reasons attributable to the GTI, rebate equivalent to berth hire charges payable to JNPT accrued during the period of idling of vessel shall be allowed.
6. Users will not be required to pay charges for delays beyond a reasonable level attributable to the Terminal operator.

UNMESH SHARAD WAGH,
Chairman, JNPA.